

CHAPTER 2

LAND USE



City of Liberty Lake Comprehensive Plan

A. Introduction

The Land Use Chapter sets the stage for a vibrant, sustainable, family-orientated community through the balanced allocation of land for housing, commerce, industry, recreation, transportation, open space, cultural resources, and other uses. It accommodates growth, while preserving the character of established neighborhoods and protecting them from intrusion of incompatible uses by using innovative land development concepts and techniques.

City of Liberty Lake Existing Land Area and Use

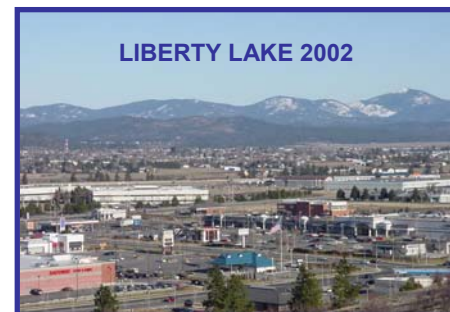
Existing Residential: Residential development within the city limits of Liberty Lake began back in the late 1970's with the start of the Liberty Lake Heights subdivision. Unlike developments that would soon follow, the Heights was not a Planned Unit Development (PUD), however the neighborhood did have covenants that governed the neighborhood. By 1987, full scale development had begun with the Homestead and Meadowwood subdivisions. By August 31, 2001, when



the City officially incorporated, the majority of the City had PUD residential neighborhoods. Most of these neighborhoods were considered low to medium density residential units. Only a small portion of the residences within the City were high density residential. The majority of the residences within the City are located north of Sprague Ave., south of Mission, and east of Liberty Lake Rd., with Country Vista and Molter Rd. intersecting them.



Existing Commercial: The City has numerous professional offices and retail businesses with more commercial developments planned and or under construction. Commercial land is found along Liberty Lake Rd., Country Vista, Mission, Harvard Rd., Knox Ave., and Appleway. The highly intensive commercial use designations occur along Appleway, Liberty Lake Rd., and Country Vista. The retail commercial development is mostly on a regional scale and consists of two anchored retail strip centers on Liberty Lake Rd. and two unanchored retail strip centers, one on the eastern end of Appleway and one on Mission at the north end of town. There are various freestanding retail, food service, auto dealerships, and hospitality operations in the vicinity of the retail strip centers.



Existing Industrial: Industrial uses within the City are light industrial uses such as electronics, high tech, and assembly manufacturing. Several pieces of industrial land are being used for commercial uses. The industrial area is located north of Mission Avenue and south of Interstate 90. There are five major corridors located in the industrial area consisting of Madson, Appleway, Molter, Mission and Knox.

Existing Open Space and Recreation: Since the majority of the area within the city limits began as a master planned satellite community, a large portion of the land has open space and recreational uses. Within the City, there are three golf courses and Pavillion Park, a large City park that is utilized for many community activities. Pavillion Park is located on the southwest





and on the western edge of residences. The City contains a trail system and smaller neighborhood parks throughout as well as access to the Centennial Trail on our north side.

corner of Country Vista and Molter Rd. within the residential area. Meadowwood Golf Course runs through the residential area and is north of Valleyway and east of Molter Rd. Liberty Lake Golf Course is the oldest course and it is located south of Valleyway, east of Molter Rd., and north of Sprague Ave. with residences on eastern side. The City's Trailhead Golf Course, formerly known as ValleyView, is located at the eastern edge of Liberty Lake Rd, south of Country Vista,

Future Land Use

The Liberty Lake area was initially a well planned suburb of Spokane County, however most of the commercial and retail development was at a regional scale and the community lacked a distinct core. The terminology for the dominant residential land use designation was 'low density,' which will be changed to better reflect the local scale. Overall, the City of Liberty Lake plans to develop a more centralized, distinct core with clustered development while providing open space and recreational opportunities which advance the positive image and identity of the City.

When implementing the Comprehensive Plan, the City will be using the following density definitions:

Density(ies) - A measurement of the number of dwelling units in relationship to a specified amount of land.

Gross Density - units or lots per acre

Gross Density = Total lots / gross area of the site

Net Density - units or lots per acre minus the area used for public or private right of way, parks, common open space, and any other non-residential use.

Net Density = Total lots / (gross area of site minus the right of way, parks, common open space, and any other non-residential use)

Land Use Element Vision Statements¹

1. Upon request and voter approval by area residents, potential inclusion of the areas surrounding the city into the City of Liberty Lake
2. Encourage the use of a town design plan for future development

B. History and Background

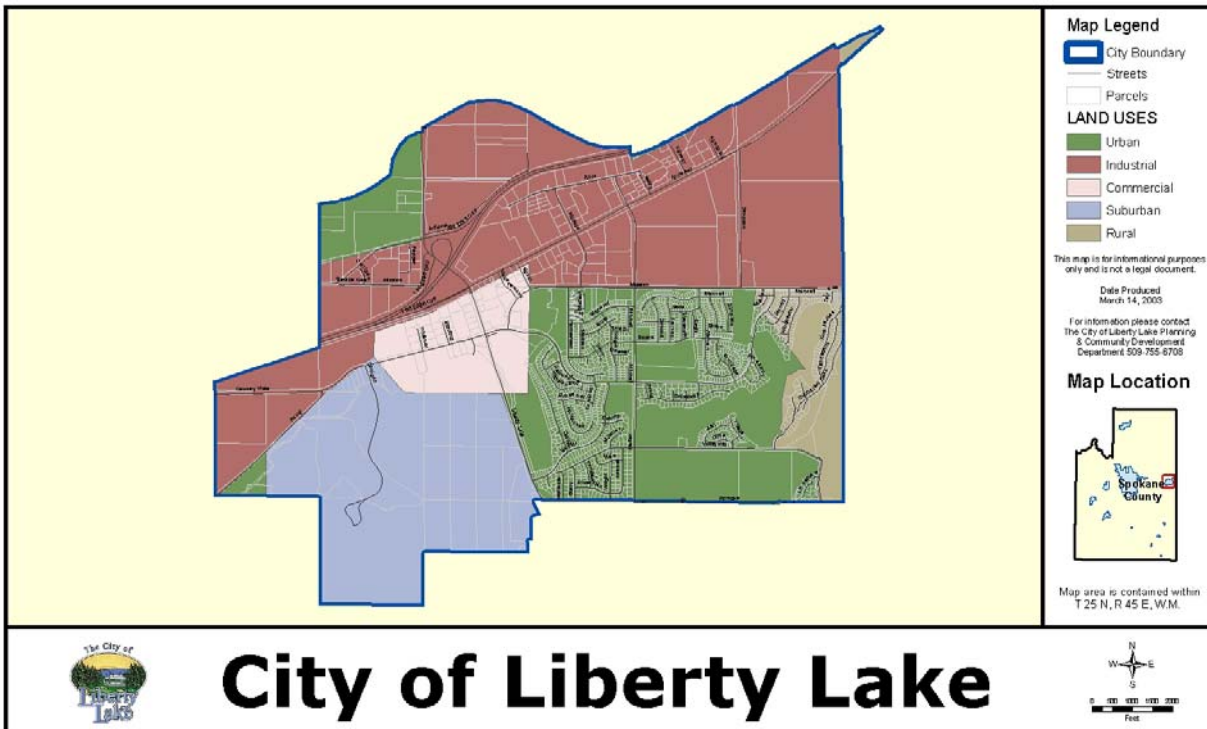
The City of Liberty Lake contains a typical mix of existing urban land uses (Map 2.1). The existing land uses consist of single and multi-family dwellings, recreational areas including parks, trails, and golf courses, light manufacturing, and mostly regional scaled commercial, including two large grocery stores. Professional office buildings, restaurants, schools, and churches are also found with undeveloped land still available and suitable for residential, commercial, and industrial growth.



¹ Vision Statements were created by the Planning Commission and City Council to reflect citizen comments.

At the initial startup of the City of Liberty Lake it was recommended to and approved by the City Council to adopt by reference the Spokane County Comprehensive Plan which pre-dated the Growth Management Act (GMA) and the Spokane County Zoning Code dated November 1998 to maintain the status quo until the City adopted its own Comprehensive Plan and Implementation Regulations. The following Map 2.1 shows the existing land use designations that were adopted by the City upon incorporation.

MAP 2.1 - EXISTING LAND USES



The area incorporated as the City of Liberty Lake has been the fastest growing area in Spokane County for the past ten years and we expect to see this area continue to lead the County in growth for the next twenty years. Figure 2.1 below shows growth comparisons for Spokane County as a whole, the unincorporated areas of Spokane County, and the City of Liberty Lake from 1990 - 2002.

FIGURE 2.1 Growth Summary	1990 Population	2002 Population	% Change
Spokane County	361,333	425,600	17.8%
Unincorporated Spokane County	165,443	201,453	21.8%
City of Liberty Lake	600	4,480	646.7%

Source: Planning & Community Development Department

The following table (Figure 2.2) represents the population projection based on residential build-out within the boundaries of the City of Liberty Lake as well as the Future City Annexation Area (FCAA) for the City that is located northwest of the current City boundary (see Map 1.1).

FIGURE 2.2 Population Projections	City Limits	NW FCAA	Future City of Liberty Lake (including FCAA to the NW of the City)
2002 Population	4,481	350	
2022 Population	10,511	5,350	15,861 Total

Note: Projections are based on 2.75 persons per household within City Limits and 2.5 persons per household within NW (FCAA), City Limits include the area NE of the City that was annexed into the City of Liberty Lake in Nov. 2002
Source: Planning & Community Development Dept.

The following table (Figure 2.3) represents the existing land use inventory figures for the City of Liberty Lake.

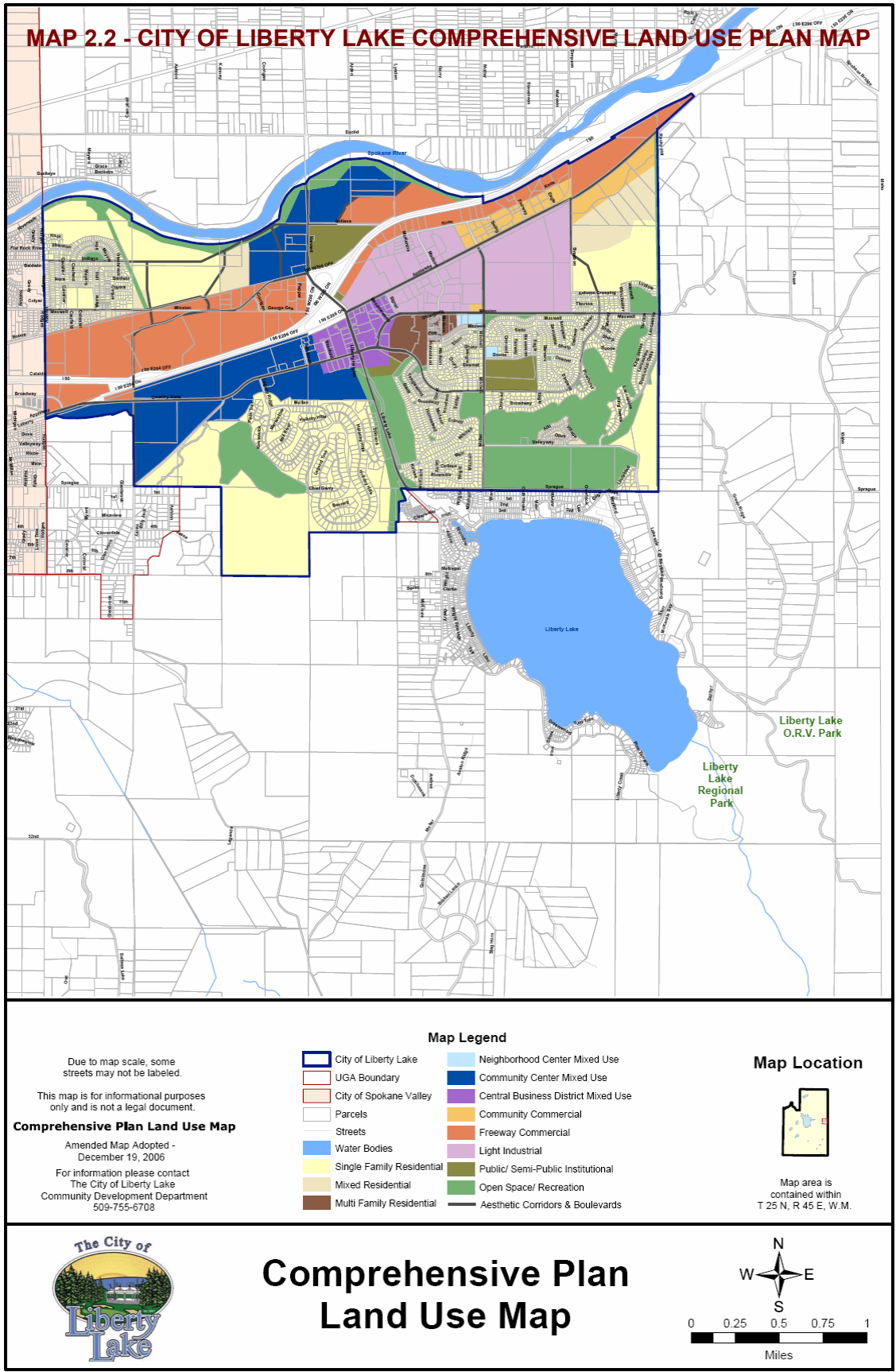
FIGURE 2.3 2002 Land Use Inventory	Developed Residential (including open/ common space & special needs)	Un- developed Residential	Developed Commercial / Industrial	Un- developed Commercial / Industrial	Existing Public & Private Sites (schools, post office, church)	Existing Parks / Rec. (3 Golf Courses & Pavillion Park)	Existing Right of Way / Pedestrian Paths
City Limits = 3286.6 Acres	532.7 Acres	942.71 Acres	655.4 Acres	501.29 Acres	41 Acres	346.6 Acres	266.9 Acres
% of City	45% RES.		35% COM./ IND.		1%	11%	8%

Note: City Limits Figures include the area NE of the City that was annexed into the City of Liberty Lake in Nov. 2002
Source: Planning & Community Development Dept.

Planning Principles

The following planning principles, developed through citizen participation efforts, form the basis for development of the Land Use Chapter.

- Compact urban forms should be encouraged that create a greater sense of “community,” with pedestrian/bicycle-friendly settlement patterns.
- Neighborhood character should be preserved and protected.
- Jobs, housing, services and other activities should be within easy walking distance and shorter commute times of each other.
- The City of Liberty Lake should have a center focus that combines commercial, civic, cultural, and recreational uses.
- Streets, pedestrian paths, and bike paths should contribute to a system of fully inter-connected routes.
- The City of Liberty Lake should have a diversity of housing and job types that enable residents from a wide range of economic levels and age groups to work and reside within the City's boundaries.



Comprehensive Land Use Categories

1. Residential Categories

- a. **Single-Family** - The Single-Family designation provides for single-family homes in support of established residential neighborhoods. This designation is the primary residential designation in the city.
 - b. **Mixed Residential** - The Mixed Residential designation provides for a moderate increase in density using a variety of urban housing types and designs. This design oriented designation promotes residential renewal to small-lot single-family homes, townhouses, duplexes, and small apartment buildings. The mix of housing may take a variety of forms, either mixed within a single site or mixed within a general area, with varied dwelling types. Developments within this designation should have a net density of no less than 6 units per acre.
 - c. **Multi-Family** - The Multi-Family designation provides for a variety of medium to high density housing types and designs. The designation incorporates a combination of urban design elements to enhance the living environment while integrating the housing into a neighborhood or neighborhood business district. Urban design elements such as private and public open space, pedestrian orientation and connections, and security are integrated into the housing to create a high standard of community cohesion and character. Developments within this designation should have a net density of no less than 12 units per acre.
2. **Mixed-use Area** – Mixed-use areas are intended to enhance service options, encourage development of locally serving commercial uses, offices, light manufacturing, civic, recreational, and residential uses along transportation corridors identified on the Comprehensive Land Use Plan Map 2.2. Mixed-use areas discourage low-intensity, auto-dependent uses and focus on a pedestrian orientation with an emphasis on aesthetics and design.

Mixed-use Categories

Mixed-use areas include “centers” and “corridors.” Urban centers and corridors provide focus points to the design of urban areas. Urban centers distributed spatially throughout the urban area provide for retail sales, services, government and business offices, recreation facilities, higher-density residences, and other high-intensity uses to serve the needs of surrounding residential areas. The Comprehensive Plan provides for three types of mixed-use centers, Neighborhood, Community, and Central Business District. The three types of centers are distinguished by scale and intensity. Neighborhood Centers are the smallest and least intensive, Community Centers are higher intensity, and the Central Business District, which is the largest and most intensely developed. The Central Business District provides for the widest range of uses. Mixed-use categories include the following:

- a. **Neighborhood Centers** – Mixed-use centers for neighborhoods will ideally have identified neighborhood centers containing a civic green or park, a transit stop, neighborhood businesses and services, a day care center, and perhaps a church or school, and residential when associated with other permitted uses.
- b. **Community Centers** - Community centers are higher-intensity mixed-use areas designed to serve two or more neighborhoods. Community centers may have a

mix of uses, including commercial, civic, light manufacturing or industrial, office, recreational uses, and residential when associated with the other permitted uses.

- c. **Central Business District** - The CBD is the primary retail, office, social, urban residential, and government center of the city (Map 2.3). The complementary and interactive mixture of uses and urban design provides for a regional intensity and viability with a local character. The regional focus and vitality of the district are evident in the urban intensity and composition of the uses in the district. Local character is reflected in the district's design, people-orientation, and connectivity, which foster a sense of community. The CBD is intended to attract significant numbers of additional office and retail jobs as well as opportunities for new higher density housing.

3. Commercial Categories

- a. **Freeway Commercial** - The Freeway Commercial classification designates intensive commercial areas intended to draw customers from outlying areas. Interstate 90 is an aesthetic corridor and specific guidelines will be established to enhance the aesthetics of the Interstate 90 frontages. Shopping centers and major commercial areas of regional significance will be designated with this classification. Residential uses would typically not be allowed within the freeway commercial category. Light industrial areas may be allowed in this category.
- b. **Community Commercial** - The Community Commercial classification designates areas for retail, service, and office establishments intended to serve several neighborhoods. Community business areas should be located as business clusters rather than arterial strip commercial development. Community business centers may be designated through the adoption of the Comprehensive Plan or Comprehensive Plan amendments. Residences in conjunction with business and/or multifamily developments may be allowed, with specific guidelines that ensure compatibility.
- c. **Neighborhood Commercial** - The Neighborhood Commercial classification designates areas for small-scale, neighborhood-serving retail and office uses. Neighborhood business areas should be located as business clusters rather than arterial strip commercial development. Neighborhood business centers may be designated through the adoption of the Comprehensive Plan or Comprehensive Plan amendments

4. Industrial Category

- a. **Light Industrial** - The Light Industry category is intended for industrial areas that have a special emphasis and attention given to aesthetics, landscaping, and internal and community compatibility. Light Industrial areas are comprised of predominantly industrial uses such as manufacturing, but may incorporate office and commercial uses that support and complement the industrial area.

5. Public and Semi-Public Institutional Uses

The Public and Semi-Public Institutional land use designation provides for large and moderate scale governmental uses, special districts, and semi-institutional uses. The designation allows for the specialized needs of providing public services to the City of Liberty Lake.

6. Open Space and Recreation

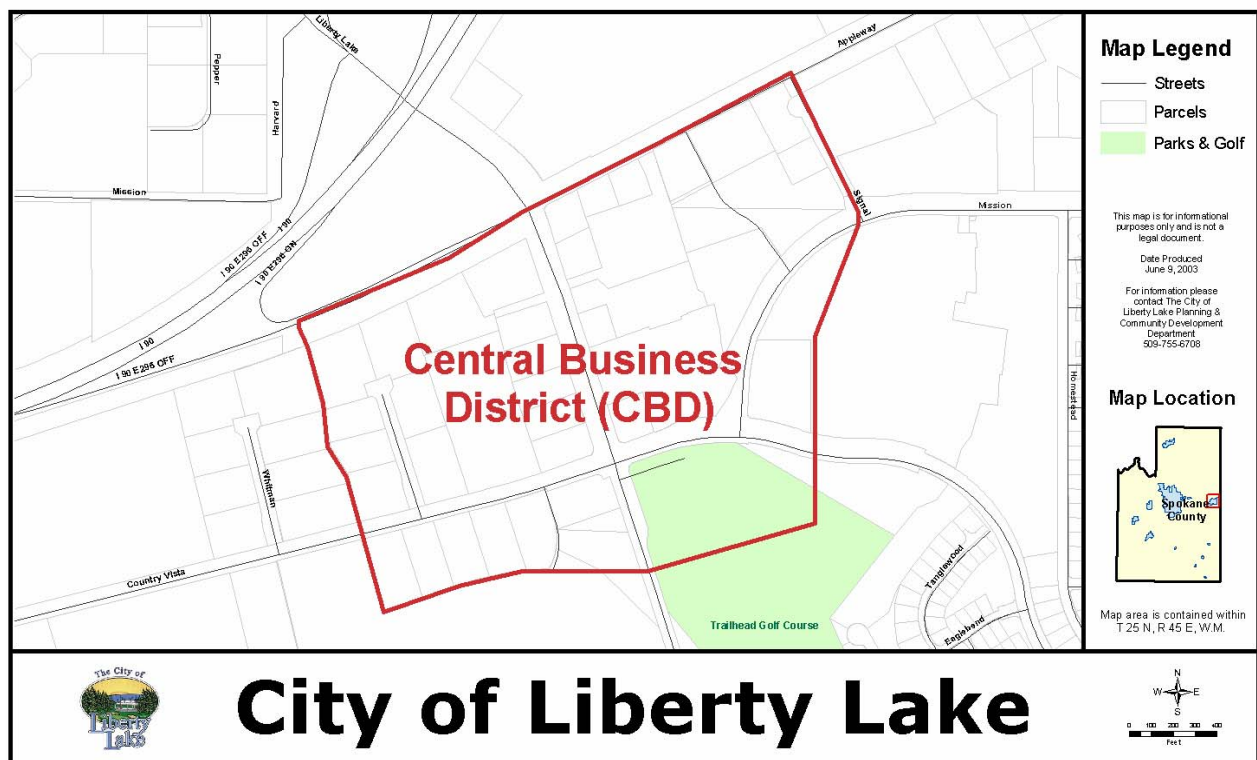
The Open Space and Recreation designation provides for open area spaces and recreational uses such as public/ private parks, preserves, and trails, as well as public and privately owned facilities such as golf courses. Local and regional recreation opportunities are included within this designation. The designation promotes the conservation of public and private sensitive or critical natural resource areas and areas of local interest as open space.

7. Aesthetic Corridors and Boulevards

Aesthetic corridors and boulevards are intended to protect the visual appeal of the area along major transportation routes entering, exiting, and circulating through the City of Liberty Lake.

The following Map 2.3 defines the area included within the Central Business District (CBD) which surrounds the intersection of Country Vista Dr. and Liberty Lake Rd near the center of the City.

MAP 2.3 - CITY OF LIBERTY LAKE CENTRAL BUSINESS DISTRICT (CBD)



C. Goals and Policies

LU.1a: Provide a healthful, safe, and sustainable urban environment that offers a variety of opportunities for affordable housing and employment.

LU.1b: Create a community environment rich in cultural and ethnic diversity that embraces family and community values, and recognizes the interests of the whole community.

Urban Character and Design

The design of our urban environment has a significant effect on community identity. Well-designed communities contribute to a healthful, safe, and sustainable environment that offers a variety of opportunities for affordable housing and employment. The Urban Character and Design section provides the goals and policies to preserve and enhance neighborhood character. Also see Chapter 3, the Urban Design and Community Character element of this plan. Some of the concepts considered here include:

1. Community appearance, including signs and placement of utilities;
2. Neighborhood considerations in the review of development projects;
3. Integration of neighborhoods, including bicycle and pedestrian orientation;
4. The effect of traffic patterns and parking on neighborhood character;
5. Encouragement of exemplary development through planned unit developments;
6. Considerations for public art.

Goal

LU.2: Maintain and enhance the quality of life in the City of Liberty Lake through urban design standards.

Policies

LU.2.1: Establish standards within the zoning code for nuisances such as noise, odor, light pollution, etc. as appropriate to ensure compatibility with adjacent land uses and neighborhoods.

LU.2.2: The design of development proposals should accommodate and complement environmental features and conditions, and preserve and protect significant cultural resources.

LU.2.3: Create a design review process that promotes flexibility and creativity but is prescriptive enough to achieve community standards and values.

LU.2.4: Establish a design review authority consisting of three members from the City Planning Commission and two City staff members.

LU.2.5: Design review shall be required for the following developments:

- a. Developments within designated mixed-use areas
- b. Planned unit developments and large scale residential developments
- c. Government buildings
- d. Aesthetic corridors & boulevards, and adjacent development
- e. Commercial and industrial developments
- f. Developments adjacent to natural areas, critical areas, or shorelines
- g. All non-residential buildings that are visible from a public street.

LU.2.6: Develop urban design “guidelines” that provide consistency of application for the design review process. The guidelines should focus on the functional interrelationships between land use, site design, neighborhood character, and transportation systems.

LU.2.7: The design review process shall not increase the length and shall run concurrent with the land use approval process.

LU.2.8: Encourage developers to work with neighborhoods to develop plans that address neighborhood concerns, such as environmental protection, aesthetics, quality of life, property values, and preservation of open space. (see H.1.2)

LU.2.9: Develop community plans with specific design standards that advance and preserve community character.

LU.2.10: Mixed-use or mixed-density developments, which incorporate a range of densities within one development, should be encouraged where they would be compatible with neighborhood character.

Residential Design

LU.2.11: Ensure linkage of developments with open space, parks, natural areas, and street connections with the use of sidewalks and trails, and within maximum allowed distances.

LU.2.12: Enhance and preserve the site characteristics of residential development (existing trees, watercourses, historic features, and similar assets) through sensitive site planning tools such as clustering, lot averaging or the design of individual adjoining lots within a residential subdivision where the average lot is the minimum prescribed area for the zoning district, transfer of development rights, and flexible setback requirements.

LU.2.13: Provide for a compatible mix of housing and commercial uses in all commercial districts, neighborhood centers, community centers, and the Central Business District.

LU.2.14: Separated sidewalks with appropriate lighting shall be required on public streets in all new residential subdivisions.

LU.2.15: Require the planting of curbside trees. Identify those species of trees that are most appropriate for curbside plantings, considering safety, soils, aesthetics, and compatibility with infrastructure, and require species diversity to protect from disease and promote neighborhood identity.

Multifamily Residential

LU.2.16: Encourage the location of mixed and multi-family residential categories near commercial areas, public open spaces, and on sites with good access to major arterials.

LU.2.17: Site multifamily homes throughout the City as follows:

- a. Integrated into or next to neighborhood centers, community centers, or the Central Business District.
- b. Integrated into small, scattered parcels throughout existing residential areas.
- c. New multi-family homes should be built to the scale and design of the community or neighborhood, while contributing to an area-wide density that supports transit and allows for a range of housing choices.

LU.2.18: Establish development requirements that encourage quality design within multifamily development areas.

LU.2.19: Develop standards that prescribe maximum building heights and other building design features to give a residential scale and identity to multifamily developments.

Traffic Patterns

Street design can have a significant impact on community character. Closed development patterns, which often include dead-end and cul-de-sac roads, tend to isolate communities and make travel difficult. Integrated neighborhoods provide connected streets and paths and often include a central focal point, such as a park or neighborhood business. Roundabouts are also helpful in combination with interconnected streets systems to slow traffic down and add another landscape feature to a neighborhood. Integrated development patterns promote a sense of community and allow for ease of pedestrian/bicycle movement. Integration does not necessarily mean development in grids. Rather, roads should connect and provide for ease of circulation regardless of the layout. Clear, formalized and interconnected street systems make destinations visible, provide the shortest and most direct path to destinations, and result in security through community rather than by isolation.

LU.2.20: Encourage new developments, including multifamily projects, to be arranged in a pattern of connecting streets and blocks to allow people to get around easily by foot, bicycle, bus or car. Cul-de-sacs or other closed street systems may be appropriate under certain circumstances including, but not limited to, topography and other physical limitations which make connecting systems impractical.

LU.2.21: When cul-de-sacs are used, combine them with connected streets and focal points such as traffic circles, parks, or a neighborhood business to provide for ease of circulation and to promote a sense of an integrated community.

Traffic Calming and Parking

Traffic calming can be defined as measures that physically alter the operational characteristics of the roadway in an attempt to slow down traffic and reduce the negative effects of the automobile. The theory behind traffic calming is that roads should be multi use spaces encouraging social links within a community and the harmonious interaction of various modes of travel (i.e., walking, cycling, auto, transit).

LU.2.22: Consider techniques to slow vehicle traffic and reduce the volume of traffic in residential neighborhoods giving due consideration to traffic safety, pedestrian safety, emergency access, mobility, and conforming to the goals set forth in the Transportation element of this plan.

LU.2.23: Develop street, pedestrian path, and bike path standards that contribute to a system of fully connected routes.

LU.2.24: Encourage locating parking lots to the rear or side of buildings to enhance streetscapes and promote pedestrian access.

LU.2.25: Establish reduced number of parking space standards to encourage alternative transportation use and a more efficient use of land, where appropriate.

LU.2.26: Establish shared parking space standards to promote the efficient use of land.

Buffering

LU.2.27: Require effective landscape buffers and/or transitional uses (e.g., pedestrian plazas or low-intensity offices) between incompatible industrial, commercial, and residential uses to mitigate noise, glare, and other impacts associated with the uses.



Planned Unit Developments

Building flexibility into the subdivision process is important to allow for new concepts and creative design. Planned unit developments provide a mechanism for allowing this flexibility while ensuring a design that meets health and safety standards and is consistent with neighborhood character. Planned unit developments allow deviations from the typical standards of the zone in exchange for designs that protect the environment, provide usable open space, and exhibit exceptional quality and design.

Goal

LU.3: Encourage exemplary developments by providing for flexibility and innovative design through planned unit commercial, industrial, and residential developments.

Policies

LU.3.1: Provide flexibility with regulations and other incentives for planned unit commercial, industrial, and residential developments.

LU.3.2: Develop criteria to evaluate planned unit developments for approval of development incentives. Criteria shall be based on the following considerations:

- a. Creative, efficient uses of land.
- b. Exceptional quality and design.
- c. Preservation of usable open space and natural landscape features.
- d. Environmentally sensitive design.
- e. Efficient utilization of public facilities and services.
- f. Community improvements (i.e., contributions to culture, recreation, tourism, public improvements, business incubator facilities, etc.).
- g. The project's ability to create living-wage jobs.
- h. Development of streets and pedestrian and bicycle paths that contribute to a system of fully connected routes.

LU.3.3: Incentives for planned unit developments, which are consistent with adopted criteria, may include:

- a. Bonus density;
- b. Increase in floor-to-area ratios; and
- c. Greater flexibility in design standards (e.g., setbacks, frontage, building height, lot area, street design, landscaping, etc.).

Performance Standards

Performance standards spell out the desired end result (for instance, "on-site parking should not be visible from the public street") but allow flexibility in the particular means or approach for achieving that objective (underground parking, landscaping, berming, or change in topography could be used to accomplish this objective). Performance standards generally require a more detailed review of projects.

Goal

LU.4: Encourage exemplary developments and creative design through the use of performance standards.

Policy

LU.4.1: Allow flexibility and innovative design through the use of performance standards which emphasize outcomes.

Viewscales

An attractive urban landscape is an asset to the community. Aesthetically pleasing areas instill a sense of pride in the community and serve as a magnet for attracting new business. Signage regulations, landscaping requirements, building design standards, and the preservation of natural and cultural viewscales are methods to achieve an attractive urban landscape. Also see Chapter 3, the Urban Design and Community Character element of this plan.

Goal

LU.5: Provide for an aesthetically pleasing urban environment and encourage the maintenance and enhancement of natural and cultural views.

Policies

LU.5.1: Identify and protect important natural or cultural viewscales through a viewscale ordinance, signage limits, or other programs.

LU.5.2: Designate aesthetic corridors and boulevards along major transportation routes to provide a positive image of the area (see Aesthetic Corridors and Boulevards on page 37).

LU.5.3: Encourage preservation of healthy and attractive native vegetation where appropriate during land development. When this is not possible, encourage the use of appropriate native plant materials in the site's landscaping.

Commercial Signs

LU.5.4: Continue to implement and strengthen standards for the scale and intensity of commercial signs that protect views and minimize signage clutter while still allowing adequate business identification.

LU.5.5: Prohibit construction of new video boards, billboards, and electronically changeable message signs, and work with business owners to transform such existing signs while providing the option of directional signage.

Utilities

LU.5.6: Direct placement of telecommunication, cable television lines, and other utility facilities underground, at the rear of properties, or in alleyways and require undergrounding of all newly installed or extensively modified utilities, 13kV or under, to protect viewsheds and corridors. (see D.1.14 & U.5.1)

LU.5.7: Encourage joint planning of linear infrastructure such as transportation, water, sewer, power, and telecommunications.

Public Art

Public art creates an asset for the neighborhood that speaks of the society that created and supported it, and contributes to the cultural history of the community. Additionally, public art



creates a sense of place, particularly if the art is functional, such as a street clock, deriving its right of attention from providing a service to the viewer.

Goal

LU.6: Recognize that the arts contribute to the character of the physical, mental, social, and economic well being of the community and encourage public and private commitment and investment.

Policies

LU.6.1: Provide incentives such as bonus densities or increases in floor-to-area ratio and lot coverage to encourage the use of open space and public art which celebrates the people and spirit of the Liberty Lake community in commercial, industrial, and mixed-use developments.

LU.6.2: Encourage permanent displays of art in construction of new public facilities.

Residential Land Use

Residential land use ranges from single-family neighborhoods, to assisted living facilities, and high-density multifamily apartments. The challenge to the community is to provide for this range of uses and affordable housing consistent with goals for protection of neighborhood character. Community involvement in design and a greater level of planning detail within the Comprehensive Plan are methods to achieve these objectives.

Goal

LU.7: Guide efficient development patterns by locating residential development in areas where facilities and services can be provided in a cost-effective and timely fashion.

Policies

LU.7.1: Identify and designate land areas for residential use, including categories for single family residential, mixed residential, and multi-family residential.

LU.7.2: Integrate housing and economic development strategies to ensure that sufficient land is provided for affordable housing in locations easily accessible to employment centers. (see H.3.5)

LU.7.3: Allow zero lot line housing and detached single-family housing with minimal setbacks and yards, where appropriate. (see H.3.6)

LU.7.4: Provide for bonus densities, zero lot line housing, auxiliary structures, accessory dwellings, or similar methods to promote infill development, where appropriate. (see H.3.7)

LU.7.5: Develop regulations and incentives to encourage clustered housing on residential lands so open space, views, watersheds, and critical areas are permanently protected. (see H.3.8)

Clustered housing is defined as a group of dwelling units, consisting of permitted uses in the underlying zone, designed in such a manner as to make efficient use of existing or planned facilities and whereby the amount of resultant common open space per dwelling unit is equal to or greater than the open space requirements for conventional development under the pertinent zone and zoning standards.

LU.7.6: Phasing of land development shall be consistent with established levels of service for the provision of public facilities and services within UGAs.

LU.7.7: Establish or maintain zoning and subdivision regulations that require residential developments to provide the following improvements:

- a. Paved streets (and alleys if appropriate), curbs and sidewalks, paths and internal walkways, when appropriate;
- b. Adequate parking consistent with local transit levels;
- c. Street lighting;
- d. Street trees;
- e. Storm water control;
- f. Public water supply;
- g. Public sewers.

LU.7.8: New development shall be connected to public sewer, consistent with requirements for concurrency. Developer-financed extensions of public sewer may be allowed, provided capacity and infrastructure needs are adequately addressed.

LU.7.9: Time extensions for approved preliminary plats, short plats, and binding site plans shall be subject to current applicable local, state, and federal regulations.

LU.7.10: Allow accessory dwelling units (ADU's) to assist people in remaining independent or in retaining a single-family lifestyle on a limited income, subject to specific regulatory standards. (see H.3.9)

An ADU is defined as a separate dwelling unit with separate cooking facilities that are substantially contained within the structure of a single family residence or an outbuilding which is accessory to such residence.

LU.7.11: Allow a broad range of housing to accommodate persons with special needs (such as neighborhood-scale congregate care, group or assisted living facilities, or transitional housing) in all residential areas and in certain appropriate non-residential areas. (see H.4.5)

LU.7.12: To support mobility for those with special needs, locate special needs housing in areas accessible to public transportation. (see H.4.6)

LU.7.13: Utilize design standards to make special needs housing compatible with the character of the surrounding area. (see H.4.7)

LU.7.14: Incorporate public safety considerations into land use decisions.

LU.7.15: Limit growth to areas served by a fire protection district and that have or will have adequate road access and water supply for fire protection.

Goal

LU.8: Support those who wish to work from home while preserving the residential character of the residentially designated areas.

Policies

LU.8.1: Continue allowing home-based businesses that do not conflict with typical neighborhood functions.

LU.8.2: Encourage businesses to provide opportunities for employees to work at home.

LU.8.3: Provide opportunities for "invisible" home businesses and support appropriate independent business and trades people and service providers to use their homes as a business base.

LU.8.4: Incorporate emergent business trends and state licensure requirements into use standards for home-based businesses.

Goal

LU.9: Make provisions for the siting of in-home family-oriented services, such as child and elder care facilities, in residential areas.

Policies:

LU.9.1: Avoid incompatibility of scale and use intensity between family oriented service facilities and surrounding neighborhoods

LU.9.2: Encourage growth of family-oriented service facilities in locations supported by transit, employment, and services.

LU.9.3: Based on an emergent and growing need for round-the-clock facilities providing diverse levels of care, develop appropriate development standards to buffer neighboring land uses from noise, light pollution, and activity.

Housing Variety

Goal

LU.10: Create urban areas with a variety of housing types and prices, including manufactured home parks, multi-family development, townhouses, condominiums, and single-family development.

Policies

LU.10.1: Provide for mixed-income development in residential areas and encourage opportunities for co-housing, condominiums, and shared community resources where appropriate. (see H.3.10)

LU.10.2: Allow modular, and manufactured housing in areas where they are consistent with the majority of the neighborhood character.

LU.10.3: Develop regulations guiding appearance, scale, and location of new development to enable a range of dwelling types and amenities.

LU.10.4: Direct multi-family housing to locations that support residents by providing direct access to public transit, employment, services, open space, and other supporting amenities.

Goal

LU.11: Comply with state and regional guidelines for the siting of Essential Public Facilities (EPF's).

Policy

LU.11.1: Continue to coordinate with regional planning efforts in accommodating EPF's using locally adopted standards. (see the Essential Public Facilities element of this plan)

Residential Density

Goal

LU.12: Create a variety of residential densities with an emphasis on compact mixed-use development in designated centers and corridors.

Policies

LU.12.1: Establish single family residential, mixed residential, and multi-family residential uses.

LU.12.2: The City of Liberty Lake shall achieve a minimum residential density in new development of at least 4 dwelling units per net acre through a mix of densities and housing types.

LU.12.3: Design capital improvement programs that are consistent with efficient development.

Mixed-Use Areas

Mixed-use areas are intended to enhance travel options, encourage development of commercial uses, higher-density residences, office, recreation, and other uses. Additionally, single properties with multiple uses provides a financial buffer against adverse business cycles and sector weakness. To be successful, mixed-use areas require detailed professional and community-based planning and quality market research. Planning programs that involve design professionals, government service providers, business people and community residents will be necessary to design successful mixed-use areas.

Goal

LU.13: Encourage the development of mixed use areas that foster community identity and are designed to support pedestrian, bicycle, and transit transportation.

Policies

LU.13.1: The specific size and boundaries of mixed-use areas shall be established to provide a pedestrian friendly environment.

LU.13.2: Identify and designate areas that support mixed-use, higher-density development. Establish mixed-use areas as land use categories in the Comprehensive Plan.

LU.13.3: The characteristics of a mixed-use area include:

- a. Housing and employment densities to support frequent transit service;
- b. Public transit connections to other Centers and Corridors;
- c. Safe, attractive bus stops in well lighted environments, and pedestrian and bicycle ways;
- d. Buildings which front on wide sidewalks with attractive landscaping, benches, and frequent transit stops;
- e. Multi-story buildings oriented to the street rather than parking lots; and
- f. Parking spaces located behind, to the side of buildings, or under/over structures.

LU.13.4: Mixed use type land uses shall be integrated to include:

- a. A variety of housing styles - apartments, condominiums, row houses, two-family and single-family houses on small lots;

- b. Accommodation for a full range of retail goods and services—grocery stores serving several neighborhoods, theaters and restaurants, dry cleaners, hardware stores, and specialty shops;
- c. A mix of residence types in close proximity to commercial uses and business and government offices;
- d. An emphasis on community-serving rather than regional-serving commercial uses.
- e. No commercial uses that have low employment density or are auto-dependent (lumber yards, warehouses, auto dealerships, etc.); and
- f. Residential density ranging from 6 units per acre to 22 units per acre or more.
- g. Provide for opportunities to site neighborhood-scale uses such as religious institutions, private schools, and civic organizations within residential areas, possibly as part of neighborhood or community centers.

LU.13.5: Implementation of mixed-use areas should only occur after the adoption of or concurrent with the establishment of design guidelines that involve community residents and the design review board.

Mixed Use Centers

Mixed use centers provide focus to the design of urban areas. Mixed use centers distributed spatially throughout the City provide for retail sales, services, government and business offices, recreation facilities, higher-density residences, and other high intensity uses to serve the needs of surrounding residential areas. These centers provide a mix of uses and are sized according to the size and other characteristics of the market they serve. Accordingly, they vary from the small neighborhood centers providing primarily convenience goods and services, to the higher-intensity mixed-use community centers, to the Central Business District which is the largest and most intensely developed. The Central Business District is a planned residential and commercial area that advances the City identity and the boundaries of the Central Business District should be sized so that the center is pedestrian friendly. Mixed use centers, especially the Central Business District, create focal points which establish an identity and sense of place, while providing opportunities for people to live where they work. Mixed use center development requires detailed professional and community-based planning and quality market research.

Neighborhood and Community Centers

Goal

LU.14: Ensure that the development of mixed-use neighborhood and community centers maintain or improve neighborhood character and livability.

Policies

LU.14.1: Mixed-use neighborhood and community centers that serve local residents and decrease the reliance on automobiles should be identified and designated.

LU.14.2: Develop and maintain design standards and a design review process to ensure that neighborhood and community centers are developed with minimal impact on surrounding land uses, are consistent with community character, and assure pedestrian and vehicular access.

LU.14.3: Neighborhood and community centers may contain a mix of uses ranging from residential, to commercial, to office, to industrial areas; however the uses must be appropriate within the specific neighborhood.

LU.14.4: The boundaries of a mixed-use center shall not be changed without a comprehensive plan amendment and study that addresses the relationship of the entire center to its surrounding uses and supporting public services.

Central Business District

Goal

LU.15: Establish a Central Business District that advances the City identity, provides alternative transportation linkages, and supports a pedestrian friendly environment (Map 2.3).

Policies

LU.15.1: The boundaries of the Central Business District should be developed so that the CBD is pedestrian friendly and shall not be changed without a comprehensive plan amendment and a study that addresses the relationship of the entire center to its surrounding uses and supporting public services.

LU.15.2: Identify and designate the Central Business District to support mixed-use, high-density development. Establish the Central Business District as a zone in the Development Code.

LU.15.3: The Central Business District shall be located at or adjacent to high-capacity transit stations and will serve as a hub for less intensely developed areas.

LU.15.4: Provide development incentives to encourage the development of the Central Business District (e.g., bonus density and use intensification, fast track reviews, flexible architectural integration of uses, etc.).

LU.15.5: Establish and maintain design standards and a design review process for the Central Business District to ensure that development advances the City identity, is consistent with related community appearance/design guidelines, and assures a pedestrian friendly environment combined with vehicular access.

LU.15.6: The Central Business District may contain, but is not necessarily limited to, combinations of the following uses:

- a. Government offices and facilities
- b. Health, human service, and public safety facilities
- c. Retail stores and services
- d. Professional offices
- e. Multi-family and other higher density housing
- f. Parks, open space, and plazas
- g. Educational opportunities including branch university campuses
- h. Entertainment Centers
- i. Restaurants
- j. Art Centers

LU.15.7: Ensure the inclusion of a residential component within the Central Business District through the use of incentives and/or minimum requirements for residential development.

Design Guidelines for Neighborhood Centers, Community Centers, and the Central Business District

LU.15.8: Provide design standards and land use plans for neighborhood centers, community centers, and the Central Business District that are based on the following principles:

- a. Centers should be compact, nonlinear development to encourage transit, bicycle, and pedestrian travel. Multistory construction, structured parking, and other techniques to use land efficiently should be encouraged.
- b. Centers should be designed to reduce conflicts among uses and to increase convenience for businesses, employees, users, and pedestrians.
- c. Aesthetic quality and compatibility among land uses within and adjacent to centers should be enhanced through landscaping, building orientation and setbacks, traffic control, and other measures to reduce potential conflicts. Distinctive or historical local character and natural features should be reflected in development design to provide variety within centers.
- d. Unsightly views, such as heavy machinery, storage areas, loading docks, and parking areas, should be screened from the view of adjacent uses and from arterials.
- e. Signs should be regulated to reduce glare and other adverse visual impacts on nearby residents without limiting their potential contribution to the color and character of the center.
- f. Routes for pedestrian, auto, bicycle, transit, and truck travel within centers should have convenient access to each major destination. Buildings should be close to sidewalks to promote walking and browsing, with parking areas located on the side or rear of buildings or adjacent to the street causing the appearance of on-street angle or parallel parking.
- g. Commercial development in centers should provide or contribute to public spaces such as plazas, parks, and building atriums to enhance the appearance of the center and to provide amenities for employees and shoppers.
- h. The amount of land designated for retail development in neighborhood and community centers should be based on the amount of residential development planned for the surrounding area.
- i. Off-street parking areas should be designed to enhance pedestrian and handicapped access to commercial uses. The required off-street parking area may be reduced in areas where transit service is frequent or where parking is shared or communal. Structured and underground parking should be encouraged through density bonuses, intensification incentives, or reduced parking requirements.
- j. Centers should not be divided by roads exceeding two lanes or three lanes if divided by landscaped islands. Regions with a single land use designation extending across such roads should be considered separate centers and should be planned accordingly unless extraordinary pedestrian and bicycle access is provided.
- k. To encourage the use of alternative modes of transportation require the installation of secure bicycle parking facilities that are convenient for users and safe for pedestrians.

Commercial Land Use

There are three commercial categories. Freeway commercial, community commercial, and neighborhood commercial. These categories are defined as follows:

Freeway Commercial

The Freeway Commercial classification designates intensive commercial areas intended to draw customers from outlying areas. Shopping centers and major commercial areas of an area wide significance will be designated with this classification. Residential uses would typically not be allowed within the freeway commercial category. Light industrial areas may be allowed in this category, provided neighborhood concerns are addressed through a project permit process.



Community Commercial

The Community Commercial classification designates areas for retail, service, and office establishments intended to serve several neighborhoods. Community business areas should be located as business clusters rather than arterial strip commercial development. Residences in conjunction with business and/or multifamily developments may be allowed, with specific guidelines that ensure compatibility.

Neighborhood Commercial

The Neighborhood Commercial classification designates areas for small-scale, neighborhood-serving retail and office uses. Neighborhood business areas should be located as business clusters rather than arterial strip commercial development.

Goal

LU.16: Provide adequate commercial land within the City to conveniently serve the local and regional trade areas. Encourage commercial and retail uses that compliment the atmosphere of the City of Liberty Lake.

Policies

Location/Use

LU.16.1: Designate strategically located commercial areas that will be accessible from roadways of major arterial classification or higher, served with utilities, and free of major environmental constraints.

LU.16.2: Allow incentives to encourage the development of associated residences in conjunction with less intense commercial districts.

LU.16.3: Limit growth to areas served by a fire protection district and that have or will have adequate road access and water supply for fire protection.

Design Standards

LU.16.4: Develop and maintain comprehensive design standards and a design review process to ensure that commercial projects are developed with minimal impact on the environment, are complementary and compatible with related community appearance and design, and assure pedestrian as well as vehicular access.

LU.16.5: Establish specific development standards relating to setbacks, landscaping, physical buffers, screening, access, signs, building heights, and design review for commercial development.

LU.16.6: Zoning and other land use regulations shall require the following improvements for commercial development:

- a. Paved streets
- b. Sidewalks and bicycle lanes in commercial and retail areas
- c. Parking, bike racks, and integrated transit facilities
- d. Landscaping along streets, sidewalks, and parking areas to provide an attractive appearance
- e. Adequate stormwater control, including curbs, gutters, and stormwater management facilities
- f. Public sewer and water supply
- g. Controlled traffic access to arterials and intersections

Industrial Land Use

Providing for industrial land is important for the economic health of City of Liberty Lake. Industrial businesses help drive the local economy and create an economic multiplier effect throughout the region. Providing an adequate supply of usable land with minimal environmental constraints and infrastructure in place helps ensure that the City of Liberty Lake will be an attractive place for industrial businesses to locate and prosper. (see Chapter 7, Economic Development, for additional policies that encourage recruitment and retention of industrial business.)

Goals

LU.17a: Provide for the development of well-planned industrial areas that create higher-income jobs and provide economic growth.

LU.17b: Ensure the long-term holding of appropriate land in parcel sizes adequate to allow for future development as industrial uses.

Policies

LU.17.1: Identify and designate industrial land areas for light industry.

LU.17.2: Encourage intensification and revitalization of existing industrial areas.

LU.17.3: Consider capital facility expenditures to facilitate the development of lands designated for industrial uses, including light rail and possibly a new freeway exit.

LU.17.4: Encourage industries with low energy consumption and industries that recycle resources to locate in the City.

LU.17.5: Encourage low- and non-polluting industries to locate in the City.

LU.17.6: Encourage shared-use parking, pedestrian access, and transit incentive programs in industrial development projects.

LU.17.7 Encourage recruitment and retention of industries which develop or implement intellectual property and are able to capitalize on the concept of clustering.

Light Industry

The Light Industry category is intended for industrial areas that have a special emphasis and attention given to aesthetics, landscaping, and internal and community compatibility. Light Industrial areas are comprised of predominantly industrial uses such as manufacturing, but may incorporate office and commercial uses that support and compliment the industrial area.

Incompatible Uses in Designated Light Industrial Areas

Residential uses should not be allowed in lands designated for Light Industry except for master planned industrial developments that provide residences intended to house employees for the planned industrial use.

Goal

LU.18: A variety of strategically located light industry areas should be designated and protected.

Policies

LU.18.1: Identify and designate land areas for light industry.

LU.18.2: Light Industrial areas shall be comprised of predominantly manufacturing and high-tech industrial uses, but may incorporate office and commercial uses that support and compliment the industrial area. Residential use will not be allowed except for master planned industrial developments that provide residences intended to house employees for the planned industrial use or a caretaker's residence.

LU.18.3: Industrial uses may be appropriate in mixed-use developments, provided there is adequate mitigation of land use conflicts, and community character and property values are preserved.

LU.18.4: Light industrial areas shall include separated sidewalks, bike lanes on arterial streets, and landscaping to provide a safe and attractive working environment. Pathways for pedestrians and bikes may be substituted for sidewalks on local access streets.

Standards and Regulations for Light Industrial Areas

Goal

LU.19: Establish and maintain land use regulations for industrial areas that protect their use into the future and prevent land use conflicts.

Policies

LU.19.1: Industrial developments shall provide the following improvements:

- a. Paved streets
- b. Adequate parking for employees and business users (parking may be shared or communal), and integrated transit facilities in larger developments.
- c. Adequate stormwater control, including curbs, gutters, and stormwater management facilities
- d. Public sewer and water supply
- e. Controlled traffic access to arterials and intersections

LU.19.2: Access points should be combined and limited in number to allow smooth traffic flow on arterials. Access through residential areas should be avoided.

LU.19.3: Standards for setbacks, landscaping, and noise barriers shall be developed to mitigate impacts between industrial developments and adjacent land uses.

LU.19.4: Limit growth to areas served by a fire protection district and that have or will have adequate road access and water supply for fire protection.

Public and Semi-Public Institutional Uses

Goal

LU 20: Provide for the harmonious operation of public and semi-public institutional uses within the City of Liberty Lake.

Policies

LU 20.1: Limit application of the Public and Semi-Public Institutional land use designation to municipal, county, regional, state, and non-military federal uses; special districts; schools;

and major semi-public institutions such as hospitals with a significant land area and employment characteristics as determined by the City of Liberty Lake.

LU 20.2: Establish administrative processes to accommodate the need for growth and change of major institutions in response to changing community needs and the unique operational and locational needs of large public and institutional uses while maintaining a harmonious relationship with affected neighborhoods.

LU 20.3: Establish an administrative process that addresses the development, phasing, and cumulative impacts of institutional uses and allows for the phasing of development and mitigation roughly proportionate to the impacts of the use.

Parks, Recreation, and Open Space

Goal

LU 21: Plan for parks, open space, trails, and recreational activities for the citizens of the City of Liberty Lake. (see Chapter 8, the Parks, Recreation, & Open Space element of this plan)

Policies

LU 21.1: Identify recreational needs of the community and provide for those needs within the existing land use pattern and funding capacity of the City.

LU 21.2: Update parks, recreation, trails, and open space plan and map to be consistent with comprehensive plan. Maintain updated parks plan and map that set priorities for those facilities and services.

LU 21.3: Rely on the goals and objectives of the parks plan to direct new park/open space/recreation acquisition, programming, and levels of service.

LU 21.4: Identify general and specific locations of potential open space and parks acquisition within the city that correspond to the needs identified in the parks plan.

LU 21.5: Link parks planning with transportation corridor (streetscape, trail, and gateway) planning to create a network of active and passive greenspaces.

Aesthetic Corridors and Boulevards

Aesthetic corridors and boulevards are intended to protect the visual appeal of the area along major transportation routes entering, exiting, and circulating through the City of Liberty Lake. Aesthetic corridors provide special landscape and design standards for aesthetics along major transportation routes to help maintain a quality image of the City. Boulevards provide for welcoming entry into the City as well as appealing aesthetics throughout the City through street trees, pathways, and landscaped medians.

Goal

LU.22: Designate aesthetic corridors and boulevards along major transportation routes to provide a positive image of the area.

Policies

LU.22.1: Interstate 90 shall be designated as an aesthetic corridor.



LU.22.2: Aesthetic corridors shall be visible from the roadway and shall not exceed 500 feet on either side of the road right-of-way.

LU.22.3: Designate the following routes as boulevards with pathways and landscaped center medians or other aesthetically pleasing landscaping or features:

- a. Molter Rd.
- b. Liberty Lake Rd.
- c. Mission Ave.
- d. Sprague Ave.

LU.22.4: Designate the following routes as boulevards with monument signage at the entry points to the City, landscaped center medians, and pathways:

- a. Country Vista
- b. Harvard Rd.
- c. Appleway

LU.22.5: Adopt specific regulations for designated aesthetic corridors and boulevards that:

- a. Provide incentives for aesthetic design;
- b. Require landscaping buffers adjacent to roadways;
- c. Limit sign height and size;
- d. Provide performance standards to adequately screen heavy or “manufacturing” industrial-type developments that have exterior clutter (exterior storage, exterior heavy equipment, exterior fabrication/ assembly);
- e. Use non-glare, energy efficient lighting techniques when possible.

Urban Growth Area

The Growth Management Act mandates the establishment of urban growth areas (UGAs). The urban growth area (UGA) boundary identifies areas where future urban growth should occur and establishes a clear separation between urban and rural development. The intent of establishing a UGA is that urban growth should occur first in areas with existing public services and facilities that have sufficient capacity to serve development and second in areas where urban services can be economically extended. With adjustments for environmentally sensitive land which is unsuitable for development and reasonable market factors to avoid constraining the land supply, the UGA is sized to accommodate the projected 20-year population. A primary basis for the UGA requirement is the economical and efficient provision of public services. The urban land supply should be closely monitored and adjustments to the UGA made when necessary to ensure that land prices are not artificially inflated. Conservation or open space areas may be included within a UGA for preservation of the areas. Under the GMA, jurisdictions may not annex additional area into their corporate limits unless the area is included within the UGA and can be provided with or already has urban levels of service for such public services and facilities as police, water, and sewer. Map 2.4 represents the UGA boundary including and surrounding the City of Liberty Lake.

Goal

LU.23: Maintain an Urban Growth Area (UGA) that provides a distinct boundary between urban and rural land uses and provides adequate land to accommodate anticipated growth.

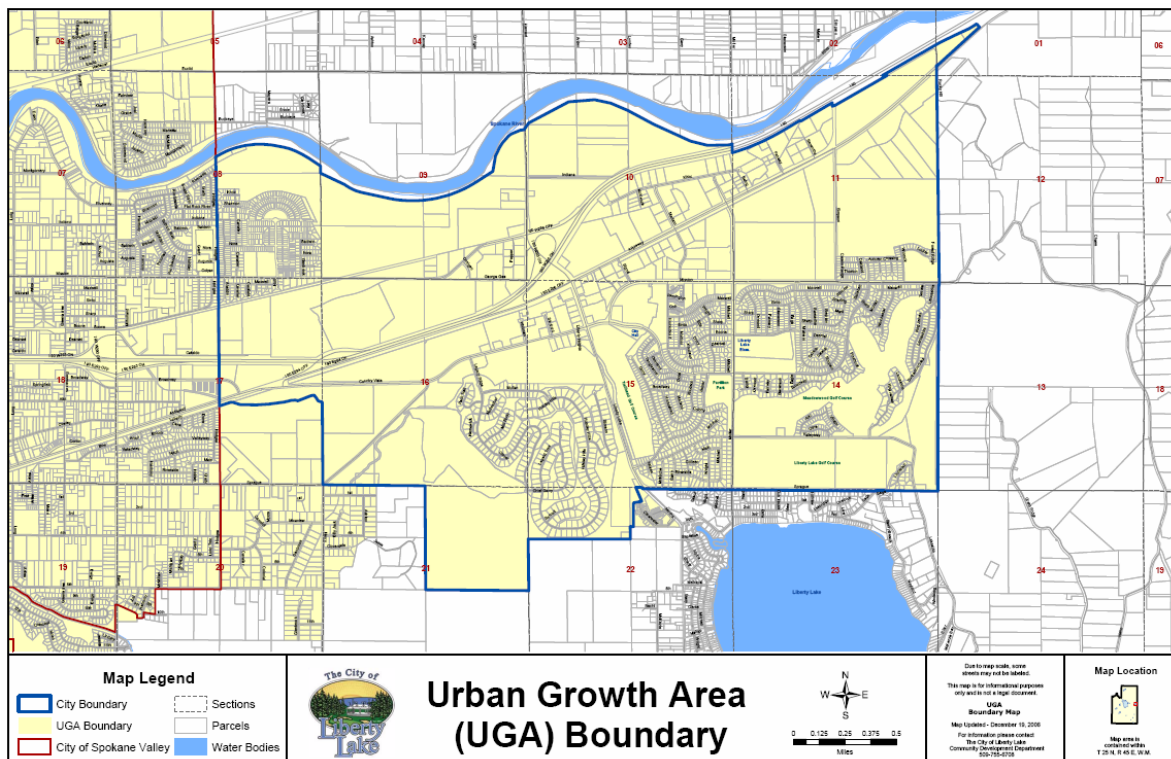
Policies

LU.23.1: Review and evaluate the Urban Growth Area boundary, at a minimum every five years, as required by the Countywide Planning Policies (topic 1, policy 18) and the Revised Code of Washington (RCW).

LU.23.2: The determination of UGA boundaries shall include consideration of environmental features, topography, and existing urban areas.

LU.23.3: Urban Growth Area boundaries shall follow parcel boundaries to avoid splitting an existing parcel of record, unless there are other mitigating circumstances.

MAP 2.4 - URBAN GROWTH AREA BOUNDARY (UPDATED DECEMBER 2006)



Annexation

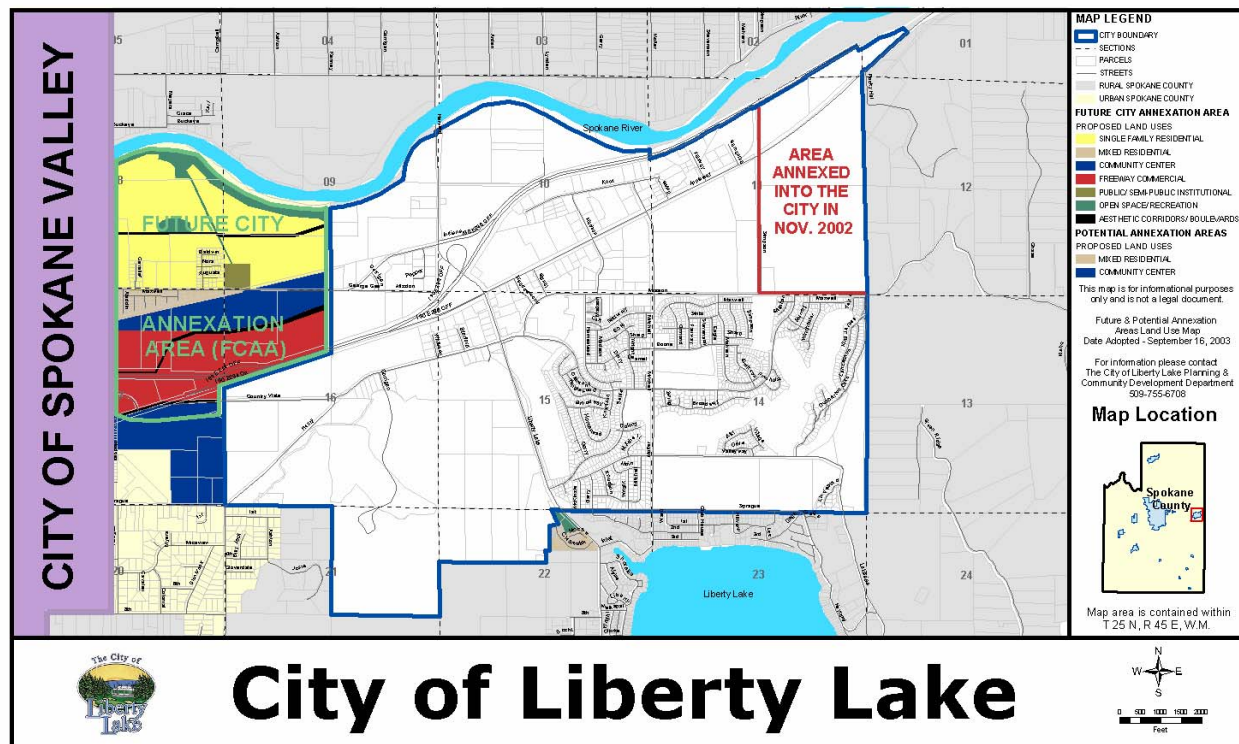
Purpose and Relationship to GMA

The purpose of this section is to identify the unincorporated Spokane County areas on the periphery of the City limits to which the City of Liberty Lake is capable of providing services over the time horizon of this plan or which already have services, and to provide policy direction for annexation of properties within such areas. The City has outlined one area in particular that is northwest of the City as a Future City Annexation Area (FCAA). The Growth Management Act does not require an annexation element or section, however annexation issues comprise an intrinsic component in the establishment of urban growth areas and in planning for areas between cities within the urban growth areas. The City of Liberty Lake has chosen to designate potential annexation areas, in association with Spokane County and adjacent City plans, and in consultation with residential groups in affected areas to further define the intended direction for the future expansion of the City.

Profile of the Planning Area

Since incorporation on August 31, 2001, the City of Liberty Lake has annexed one area into its municipal boundary. This area was northeast of the City and contained one resident. It was annexed in November 2002 and was already identified as part of the future service area for the Liberty Lake Sewer and Water District. Map 2.5 below shows the area already annexed into the City, as well as the potential annexation areas already contained within the UGA and the designated Future City Annexation Area (FCAA). The map also shows Spokane County areas that are outside of the UGA in gray and unincorporated Spokane County areas that are within the UGA, but are not currently being considered for annexation in light yellow.

MAP 2.5 - CITY OF LIBERTY LAKE POTENTIAL ANNEXATION AREAS



The City's first annexation was driven by a desire on the part of property owners. The majority of the property owners in the area outlined as the FCAA have expressed an interest in being annexed into the City. Residents in the small brown triangle just south of the City have also expressed an interest (see Map 2.5).

Development of Goals, Policies, and Actions

The Growth Management Act requires counties, working with cities, to designate urban growth areas (UGAs) within which development at urban densities and intensities is to be encouraged. Cities within Spokane County are included as UGAs. The Growth Management Act anticipates and supports the eventual annexation of unincorporated areas included within UGAs. The Act states, "In general, cities are the units of local government most appropriate to provide urban governmental services." Areas identified as potential annexations areas on Map 2.5 are already included with the UGA boundary and either have existing services or are outlined as future service areas. Areas outside cities, but within UGAs should be considered joint planning areas with interlocal agreements.

However, there has been few interjurisdictional coordination efforts in designating and supporting joint planning areas. As a consequence, there are unincorporated areas within the Spokane County UGA where two or more cities have attempted to annex the same area, and conversely, there are unincorporated areas which already receive urban services that have not been identified as potential annexation areas or that have been excluded from the UGA and therefore cannot have the opportunity to be annexed. This situation does not foster attainment of GMA goals. The appropriate solution is for cities within Spokane County to define potential annexation areas which serves to identify where each City will grow and also generates more immediate benefits:

- It promotes planning which deals with the entire UGA as a whole, rather than as separate incorporated and unincorporated parts;
- It fosters coordination between Spokane County and the cities in the planning process;
- It provides an opportunity for each city to influence development activity within the unincorporated portions of potential annexations areas prior to annexation; and
- It ensures predictability for residents and businesses in the unincorporated portions of the UGA as to the municipality that would eventually become their urban services provider.

Currently, cities present their proposed changes to the UGA to the Spokane County Commissioners for their approval or disapproval. If an area is already located within a UGA, nothing needs to be done prior to a potential annexation in which the Boundary Review Board would review the proposal. The City of Liberty Lake has chosen to define a Future City Annexation Area (FCAA) to aid in joint planning for the outlined area.

In delineating the FCAA and other potential annexation areas in this plan, several factors were taken into consideration:

- Ability to provide City services;
- The presence or lack of open spaces which might function as urban separators;
- Achievement of logical, regular boundaries;
- Boundaries of surrounding municipalities;
- Postal service area boundaries;
- School district boundaries;
- Water, sewer and fire district boundaries;
- Community identification.

The Goals and Policies concerning annexation reflect the FCAA and other potential annexation areas (see Map 2.5) and provide for joint planning efforts with Spokane County. In addition, the policies address pre-annexation development standards within the areas.

Goal

LU.24: Provide for future growth of the City to the extent urban services can be made available in a cost effective manner while maintaining high quality municipal services.

Policies

LU.24.1: The City shall neither propose to annex nor accept requests to annex unincorporated territory located outside the urban growth area.

LU.24.2: Within the urban growth area, collaborate with adjacent cities and Spokane County and consult with affected residents in the designation of Urban Growth Areas and potential annexation areas. The City's potential annexation areas shall be specific to Liberty Lake and shall not overlap another city's potential annexation areas.

LU.24.3: Evaluate proposed expansions to the UGA and potential annexation areas based on the following criteria:

1. The ability of the City to provide public services at a level equal to or better than that available from current service providers;
2. The ability of the City to provide public services at the City's adopted levels of service;
3. Whether annexation would eliminate an unincorporated island or could be expanded to eliminate an unincorporated island;
4. Whether the annexation would follow logical boundaries, such as streets, waterways, parcels, sections, or substantial topographic features;
5. Whether the annexation would eliminate an irregularity or irregularities in the City's boundaries, thereby improving service delivery;
6. The relative costs to serve the proposed annexation versus the revenue to be derived from the annexation (a negative net revenue projection by itself should not be considered grounds for disapproval).

LU.24.4: Pursue interlocal agreements with Spokane County which would provide for collaborative joint planning within Urban Growth Areas and potential annexation areas.

LU.24.5: Pursue interlocal agreements with Spokane County which would provide that unincorporated, undeveloped land which is included within the UGA and is adjacent to the City boundary shall be required to annex to the City at the time development is proposed in order to receive the full range of urban services. The extension of City services to an area shall not occur without that area first annexing to the City.

LU.24.6: Ensure that annexations are processed in accordance with State annexation laws in a timely and efficient manner.

LU.24.7: Plan the extension of City services throughout the potential annexation areas so as to prevent "leapfrog" development from occurring.

LU.24.8: Seek to expand the area of annexation proposals when such an expansion would serve to make city boundaries more regular or where the area to be served is a logical extension of city service capabilities and is within a defined potential annexation area.

LU.24.9: Complete interlocal agreements with Spokane County regarding collaborative joint planning within potential annexation areas.

LU.24.10: Add names and addresses of all property owners within potential annexation areas and residents and business owners if different from property owners, to the City newsletter mailing list.

LU.24.11: Conduct annexation information open houses throughout the annexation process.

LU.24.12: Survey the area surrounding property proposed for annexation in an effort to understand the potential value of expanding the annexation area.

LU.24.13: Continue to provide annexation information to residents in potential annexation areas, through open houses, mailouts, the City Newsletter, website, and other means.

LU.24.14: Continue to annex unincorporated areas using the direct petition (dual majority) method.